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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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No. 15,727. 號七十七百七千五萬一第 日九十月八年四十三緒光 HONGKONG, MONDAY, SEPTEMBER 14th, 1908. 一拜禮 號四十九月九年八零百九千一英港香 PRICE, \$3 PER MONTH.

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1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
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Our communications should be sent to the Editor, should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only. If anonymous communications are sent, they should be clearly marked as such, and already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD U. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1908.

The name of WILL ADAMS will probably live for ever in the history of Japan. He was the first Englishman to set foot in the country, and it is deeply interesting to know that even now, when nearly three hundred years have passed, "prayers to the departed soul of ADAMS" are still offered at a shrine erected in his honour at Hemimura, near Yokosuka. It has, however, been proved beyond doubt that ADAMS died at Hirado before the first English Factory was established on his advice, by the East India Company, and he was, no doubt, buried there, though no record of his burial exists. Three years ago some of the Japanese residents of Hirado resolved on the erection of a monument in his honour, but apparently funds have not flowed in to the extent desired, and now another appeal has been published by Count MATSUURA of Hirado. The promoters have learnt that subscriptions are being raised in England for repairing the Anjin shrine at Hemimura, and while they say that this is "no doubt a good undertaking" they express the view that it is more fitting that a monument should be erected to ADAMS in the town of Hirado, where he spent his later years, where he died, and was, no doubt, buried, and "where the national intercourse between Japan and the British Empire began." "We earnestly wish to erect a monument and a memorial hall," say the promoters, "in memory of ADAMS at the very place where Japan first shook hands with the British Empire, now our only ally."

Accompanying the appeal is a brief sketch of the life of WILL ADAMS, which, however,

does not compare in interest with his own letters which were published in 1850 by the Hakluyt Society. ADAMS was "a Kentish Man," born in the town of Gillingham, but from the age of twelve he was brought up at Limehouse "being apprenticed twelve years to Master NICHOLAS DIGNES." ADAMS does not himself say who Master NICHOLAS DIGNES was, but the Appeal to which we have referred states that ADAMS learned shipbuilding in a Limehouse dockyard. ADAMS himself, however, says in one of his letters that when the Emperor asked him to make a small ship, "I answered that I was no carpenter, and had no knowledge thereof. Well, do your endeavour, said he: if it be not good, it is no matter." It is more probable that ADAMS learnt the sailor's art and not the shipbuilder's business, for he served as "Master and Pilot in her Majesty's ships," and afterwards entered the service of the Barbary Company. When the trade between Holland and the Indies began in 1598, he entered the service of a Dutch trading company, being "desirous to make a lecture of experience of the small knowledge which God had given me." So he was hired in 1598 as "Pilot Major of a fleet of five ships." It was too late in the season when they came to the line "to pass it without contrary winds," so they were forced by the southerly winds and much sickness among the crew to go to the coast of Guinea. They took ten months to reach the Straits of Magellan. Forced by the winds to remain in the Straits six months, many of the men dying of hunger, they at length passed through, but many hard storms drove them southward and, after many perils, two of the ships found themselves off the coast of Peru. As the Peruvian monarch's ships were seeking them, they decided to direct their course to Japan, "for by report of one DRIBUCK GREENSON which had been there with the Portuguese, woolen cloth was in great estimation in that Island." The ship which ADAMS piloted reached the coast of Bungo in April 1600. "Great was the misery we were in, having no more but nine or ten able men [in a crew which has been reduced to 24] to go or creep upon their knees: our captain and all the rest, looking every hour to die." Many boats came off and the people came aboard as the crew was too weak to offer resistance. "The people offered us no hurt, but stole all things they could steal; for which some paid dear afterwards." The Prince of Bungo sent soldiers aboard to see that no merchandise was stolen. A few days later ADAMS was sent for by "the great king of the land" and the King (Tolugawa Iyeyasu of Osaka) impressed ADAMS as being "wonderful favourable."

"Coming before the king, he viewed me well, and seemed to be wonderful favourable. He made many signs unto me, some of which I understood, and some I did not. In the end, there came one that could speak Portuguese. By him, the king demanded of me of what land I was, and what I came to do. I told him that I came to see the king, and that I showed him the name of our country, and that our land long sought out the East Indies, and desired friendship with all kings and potentates in way of merchandise, having in our land diverse commodities, which these lands had not; and also to buy such merchandises in this land, which our country had not. Then he asked whether our country had warres? I answered him yes, with the Spaniards and Portuguese, being in peace with all other nations. Further, he asked me, in what I did believe? I said, in God, who made heaven and earth. He asked me diverse other questions of things of religion, and many other things: As what way we came to the country. Having a short of the whole world, I showed him, through the Strait of Magellan. At which he wondered, and thought me to lie. Thus, from one thing to another, I abode with him till mid-night. And having asked me, what merchandises we had in our ships, I showed him all. In the end, he being ready to depart, I desired that we might have trade of merchandise, as the Portuguese and Spaniards had. To which he made me an answer; but what it was, I did not understand. So he commanded me to be carried to prison. But two days after, he sent for me again, and enquired of the qualities and condition of our country, of warres and peace, of beasts and cattle of all sorts; and of the heavens. It seemed that he was well content with all mine answers unto his demands. Nevertheless, I was commanded to prison again; but my lodging was bettered in another place.

ADAMS remained in prison daily expecting to be crucified, "for the Jesuits and the Portuguese gave many evidences against me, and the rest to the Emperor; that we were thieves and robbers of all nations, and were we suffered to live it would be against the profit of his Highness and the land." But ADAMS was suffered to live, and at the end of 41 days was released from his prison and allowed to visit his ship. All his belongings and all those of the captain and ship's company had been stolen. When this came to the knowledge of the Emperor he commanded that the things should be restored to the ship, but many things were not recovered, and, in consequence, a sum of 50,000 Rupees in ready money was commanded to be given to them. They were not allowed to leave the country, however. The Shogun evidently took a great liking to ADAMS and frequently gave him audience. The success of ADAMS' attempt at shipbuilding especially pleased him. He built a vessel of eighty tons burthen, and

later on one of 120 tons. The Shogun gave him presents from time to time; and at length "a yearly stipend to live upon, much about seven hundred by the year, with two pounds of ripe a day." Being now in such grace and favour, "by reason I learned him some points of geometry and understanding of the art of Mathematics with other things. I pleased him so that what I said he would not contrarie." But he did when it came to ADAMS wanting to leave Japan, at ADAMS' request, however, he granted the captain leave to go. For his service the Shogun gave ADAMS a living "like unto a lordship in England, with eight or nine hundred husbandmen that be as my slaves, or servants; which, of the like president, was never here before given to any stranger." As we have said, it was through his instrumentality that an English Factory was established at Hirado, but it did not long survive him. ADAMS died there after a residence in Japan of twenty-one years. The proposal to erect a monument to his memory is therefore one of peculiar interest to Englishmen, who, we take it, are invited to subscribe to the memorial.

Mr. Leung Chik Fan, a Chinese medical practitioner, trained in Western medical science and second resident surgeon of the Tung Wah Hospital, has been authorised to grant death certificates.

While granite was being hoisted on to part of the scaffolding surrounding the new Law Courts on Friday, the scaffolding collapsed and two men who were working underneath were killed almost instantly.

A child four years of age fell from the verandah of the first floor of 331, Queen's Road West, on Saturday, a distance of nearly thirty feet. When removed to hospital, it was found to have received a broken leg and injuries to the head.

The extract of meteorological observations made at the Hongkong Observatory during the month of August show that the average maximum temperature was 87.3 degrees, and the average minimum temperature 78.5 degrees. The rainfall for the month totalled 12.65 inches, and there were 219.9 hours of sunshine.

Included in the orders of the day to be considered at to-morrow's meeting of the Sanitary Board is correspondence relative to an outbreak of rinderpest among the cattle imported from Kwong Chai Wan, and the report of the committee appointed to consider the methods for promoting the keeping of cats as a measure for plague prevention. The milking of the breeding of amplexus mosquitoes as an anti-malarial procedure will also be considered.

HONGKONG STAMP DUTIES.

The following information is published in the Government Gazette under the signature of the Registrar-General, Hon. Mr. E. A. Irving:—

"The Governor has directed me to point out to the Chinese merchants that very frequently receipts, agreements, bills of lading, ship's receipts and other documents are not properly stamped as required by law. It should be remembered that the stamp duties collected by the Government are devoted to the benefit of the Colony. Without such taxes it would be impossible to police the Colony, create water works, build roads, hospitals, typhoon refuge, &c. Considering the fact that what is collected in this Colony is spent for the welfare of the Colony, all merchants ought gladly to pay such duties as may be required by the Government. To do otherwise is to defraud the Colony and prove themselves to be bad citizens besides breaking the law and defying the Government. Now this law must be enforced, and all merchants are hereby warned that all their receipts &c. which involve a sum of \$25 or more must each bear a 5 cents stamp and that bills of lading and ship's receipts (among which are included receipts by shop in a bit book) must be stamped with a 10 cents stamp if the freight is less than \$3 and with a 20 cents stamp when the freight is \$3 or more. Anyone who continues to disobey this law will be rigorously punished."

THE PROMENADE CONCERT.

A very successful promenade concert was held on the Volunteer Parade Ground on Saturday evening. The weather was all that could be desired and the Parade Ground was tastefully decorated with lanterns and bunting, and presented quite an animated appearance. The programme was not a lengthy one, but what there was of it was distinctly good, and the evening was productive of one or two surprises, showing that Hongkong is by no means devoid of local talent. Mr. and Mrs. G. J. Edwards, who are well known favourites, contributed several items with their usual ability and were deservedly encoored. Messrs. Benedetto and Ivan Caryll gave a couple of humorous songs in really excellent style, and Lieut. R. M. Cross kept the audience in the best of spirits by his clever impersonations. The surprise of the evening was provided by the Misses Seth whose rendering of "La Sorellina" was given in a charming manner, and created quite an impression. Their voices were most tuneful and blended beautifully, and their efforts were well worthy the ovation accorded them. Messrs. P. W. Goldring, another favourite at these concerts, met with considerable acclamation, and last, but by no means least, the band of the 3rd Middlesex Regiment, whose services were available by the kind permission of Lieut-Colonel Glover and the officers of the regiment who gave several well known selections.

TELEGRAMS.

[REUTERS' SERVICE.]

GERMANY'S FINANCES.

LONDON, September 10th.
An official statement which has been published in Berlin, dwells on the urgency for reform in the Imperial finances, which now show a deficit of 212½ millions sterling, being an increase of a hundred millions since 1900. Bills are to be introduced providing for the gradual redemption of the debt and rigid administrative economies. New taxation is inevitable, and it forebodes increased death duties, taxes on luxuries, artificial light, and unearned incomes.

THE GLASGOW UNEMPLOYED.

LONDON, September 10th.
Three thousand of the Glasgow unemployed met in St. George's Square and carried out their threatened midnight march. Inflammatory speeches being made, they were dispersed by the police, but afterwards re-formed, shouting and singing. They subsequently fell into an ambush of mounted police lying around the Lord Provost's house, batons being used freely, and many sent to hospital.

All the police have been called out, and the leave of soldiers stopped.

LONDON, September 11th.

The Local Government Board have sent two thousand pounds to Glasgow to relieve the distress.

The Glasgow Municipality have decided to give speedy children three meals a day, and to purchase 170 acres of land in the vicinity of the town to provide work for the unemployed.

THE GERMAN ARMY MANOEUVRES.

LONDON, September 11th.

The German Army Manoeuvres have ended with the retreat of the invading army, the troops being terribly exhausted.

The Emperor delivered his criticisms on the operations to his assembled officers, entering into every detail of the work performed.

THE MOROCCAN QUESTION.

LONDON, September 11th.

The "Norddeutscher," denying the assertion of the French press that Herr Vassel intended to urge Mulei Hafid to dismiss his representative at Tangier on the ground of his being too Franchophile, warns the Press of the possible efforts of groundless suspicions and studiously hostile language in reference to German policy, on the prospects of obtaining Germany's assent to certain special proposals which France is putting forward.

THE YOKOHAMA SPECIE BANK, LTD.

We are officially informed that at the half yearly meeting of shareholders of this Bank, held at the Head Office, Yokohama, on the 10th instant, it was resolved to pay a dividend of 12 per cent. p.a. for the half year ending the 30th June 1908; to add to the Reserve Fund Yen 500,000; and to carry forward the sum of Yen 1,110,000 to the next account.

LIFE-LINE EXPERIMENTS.

The advisory sub-committee appointed by the British Government to formulate a report upon the question of British ships compulsorily carrying life-line throwing apparatus conducted some most important experiments in Liverpool recently, the results of which are briefly described:—

The apparatus submitted comprised life, buoys, and different styles of guns and rockets. The first tests were those of West's drift buoys, which were followed by the much-improved Rogers' box kite. It was the opinion of those who witnessed the experiments that the kite was successful in invention and will be very serviceable when the wind is blowing on a lee shore. One of the most interesting of the tests was made with a balloon constructed of gold-beater's skin in two weights. It carried a line for 1,500 yards. The principal tests, however, were made with rockets, cannon, and shoulder guns, which have been carried to a high state of perfection. Much interest was shown in the result of these tests, both by the committee and the nautical experts.

The cannon threw a line a distance of 310 fathoms, which indicates the standard of efficiency to which it has been brought. A projectile is inserted in the cannon, and the cannon is fired by means of a friction tube which propels the projectile a certain distance, and from that point a rocket is discharged which carries the line to its destination. The gun is portable and is easily handled. Another interesting feature is that during the daytime the smoke indicates the direction in which the line is carried, while at night the flash of the rocket denotes the direction. For shore use the gun can be placed on a small handbarrow, and as there are no elaborate accessories, it can be readily worked by any person of ordinary intelligence. This gun is claimed to be the most satisfactory apparatus for heavy work, as, for example, from the deck of a large liner.

Two shoulder guns impressed the experts present as the most satisfactory of those produced. They are light, easily handled, and may be fired from any position by a man or boy. The more powerful of the two guns carried a line 245 feet and the other 242 feet.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

CANTON.

[FROM OUR CORRESPONDENT.]

ROBBERIES ON THE CANTON-HANKOW RAILWAY.

September 11th.
Sir Chan Tung Chiang Shing, President of the Canton-Hankow Railway Company has courteously requested His Excellency Viceroy Chang to afford the Company protection, against robbers who have recently committed many daring robberies at the branch offices, contractors' stations and material stores on the trunk-line of the railway now under construction.

The President in his letter states that rails have been laid up to the district of Ching Yuen; that work has already been commenced in the Ying Tak district. It is necessary for the Company to keep a certain amount of ready cash in the branch offices on the line for purchasing land on the railway route, and it is also necessary to keep large quantities of materials stored in the stations on the line.

The President also mentions that there are foreign civil engineers living at various points along the line. All these branch offices, contractors' stations, material stores and men were indispensable to the Company and, therefore, adequate protection to life and property is needed.

The Company employed about 300 soldiers to guard the line and the President considers this a fairly large number considering the present length of the line. But during attacks by robbers on the various stations had become frequent and had caused considerable alarm among the employed. The latter specified seven daring robberies on different offices and stations on the line during the last two months when many men were seriously wounded by the robbers for offering resistance. Not one of these robbers has yet been arrested and punished by the Magistrate.

He begged the Viceroy to give instructions to the Nam-Hoi, Poon-Yee, Ying Tak and Fa Yuen Magistrates and to the military authorities to station soldiers along the line to afford the necessary protection. In conclusion the President remarked that, unless such extra-protection is afforded to the Company, he believes that the construction of the trunk-line will be seriously retarded.

It is reported that the Viceroy has already instructed the above mentioned officials to give the protection required by the Railway Company.

WHOLESALE KIDNAPPING.

Pirates have kidnapped many wealthy merchants and the sons and grandsons of merchants and gentry in several villages on the outskirts of the Hok-Shan city, near Sam-Shui, and are demanding heavy ransoms from the relations of the victims. It is reported that one of the victims, a rich tea merchant named Lau Yee Pong, was released by the pirates a few days ago on receipt of several thousands of dollars.

September 12th.

CHINESE MANUFACTURED FOREIGN GOODS.
A short article which appears in this morning's issue of the "Sze Man Po" states that they have received specimens of machine-made foreign ink and slate pencils manufactured by the Chui Po Hok She, of Canton. It says that these articles are far superior in quality and make to those imported from foreign countries. The paper congratulates the factory on thus showing how another leak in China "tea cup" can be stopped, and how the profit and influence which has hitherto been flowing into foreign countries can be retained in the country. It, therefore, recommends those persons who do not value foreign things to patronize the factory, whose offices are situated in front of the Provincial Treasurer's Yamen. But are there any Chinese who do not value foreign things?

EFFORTS TO PROMOTE MINING.
The Board of Agriculture Labour and Commerce in Peking is urging all Viceroy, Governors and Taois of Industry in all the Provinces to earnestly invite the merchants to take up mining concessions in their respective provinces. The dispatch, a copy of which has been received by Viceroy Chang, says that the most important thing in the mining business is first to raise a sufficient amount of capital for developing the mine, and next to that comes the honesty of the persons who manage the concern. In order to preserve the influence and power of the nation the people must deepen the channel from whence the riches flow.

Of recent years the reports sent to the Board by the officials of all the Provinces regarding merchants who have applied for mining concessions merely mentioned that the concessionaire is a fairly well-to-do merchant and capable of raising the necessary funds to work the mine. But no particulars were furnished to the Board as the amount of capital actually raised or of the methods proposed to be adopted by concessionaires in developing the mine. In fact, all reports were so vague that there were no means by which they could ascertain the capabilities of any of the concessionaires.

The dispatch requests the Viceroy to future, before granting any mining licenses to merchants to first find out what amount of capital has been raised, the actual sum subscribed by the applicant himself, and what amount by his partners. In the case of joint Chinese and foreign capital the actual amount subscribed by the Chinese and the number of shares taken up by the foreigners must be stated, and similarly with regard to official and merchant capital.

THE CANTON FLOOD FUND BAZAAR.

The Bazaar Committee reported that they have deposited 15,000 taels of the Bazaar Fund in each of the following banks, viz: Kan Tung, Tai Ching, Yun Fung Yau, Hip Shing Kin, Chi Shing Shan and Pak Cheun Tung making

A total of Tael 30,000
Cash in hand 5,000
Drafts paid in and which have not matured 14,216
Outstanding debts, (not collected, about) 3,000

Total about Tael 112,216

SIX PIRATES CAPTURED.
It is reported that a military officer has captured six of the pirates who took part in the "Fook Chow" and "On Koo" launch piracies. The capture took place in the Fung Koon District.

THE ENGLISH HIGH SCHOOL, MACAO.

LONDON EXAMINATIONS.

The results of the March Examinations for the London Diploma in Commerce were received on the 10th inst. Without particular preparation or the use of special text-books, seven Portuguese boys entered for English, Commercial Correspondence and Office Work, Handwriting, and Typewriting. Forward of typewriters, only five boys sat for the last mentioned subject. The following boys passed creditably, the lowest certificate obtained being second class. There were four distinctions (95%) and fourteen first-class certificates.

FIRST YEAR.

ENGLISH (7 entries): Leila, Manuel Reade, First Class and distinction. Ribeiro, Fernando J., First Class. Fernandes, Bernardino Sousa, First Class and distinction. Silva, Augusto, Second Class. Silva, Jose F., First Class and distinction. Santos, Arthur, Second Class.

HANDWRITING (7 entries): Leila, Manuel Reade, First Class. Pereira, Ramalho A., Second Class. Ribeiro, F. J., First Class. Silva, Augusto, Second Class. Silva, Jose Francisco, Second Class. Santos, Arthur, First Class.

ARITHMETIC (7 entries): Leila, Manuel Reade, First Class. Ribeiro, F. J., Second Class. Fernandes, B. de Sousa, Second Class. Silva, Jose F., First Class and distinction.

COMMERCIAL CORRESPONDENCE AND OFFICE WORK (7 entries): Leila, Manuel Reade, First Class. Ribeiro, F. J., First Class. Fernandes, B. de Sousa, First Class. Silva, Augusto, Second Class. Silva, Jose F., First Class. Santos, Arthur, Second Class.

TYPEWRITING (5 entries): Leila, Manuel Reade, Second Class. Fernandes, B. de Sousa, Second Class. Silva, Augusto, Second Class. Silva, Jose F., Second Class.

SECOND YEAR.

ENGLISH (2 entries): Leila, Manuel Reade, First Class. Silva, Jose F., Second Class.

In English a First Class could not be obtained unless the candidate could translate from English into Portuguese and vice-versa.

The Examiners' report says: "The papers from Macao were splendidly written, but many from other centres caused much trouble to decipher."

THE RECENT TYPHOON AT CANTON.

PORTUGUESE SERVICES ACKNOWLEDGED.

We have received for publication the following correspondence between the French and Portuguese Consuls at Canton:—

(Translation.)

Canton, 3rd September, 1908.
SIR, AND DEAR COLLEAGUE,—In a letter dated the 22nd of August, Real-Admiral Porrie, Commander-in-Chief of the French Naval Division in the Far East, has requested me to convey his deep and sincere gratitude to the residents, both French and others, residing on the coasts of Shanghai, who, undeterred by the fury of the wind, the torrents of rain, and the falling trees, which exposed them to imminent danger, rendered the most friendly assistance to the crews of the French gunboats on the occasion of the typhoon on the 23th July last.

As a result of enquiry which I have instituted, I have found that a certain number of your nationals were among those courageous sailors, and I shall feel particularly obliged to you, if you will please convey to them the gratitude of Admiral Porrie, and I shall be particularly happy, if you will please couple with it my own personal thanks.

I still esteem it a favour if I can learn from you the names of your nationals who rendered assistance to the crews of the French gunboats in their endeavor to find shelter from the typhoon, and I shall deem it my duty to bring them to the notice of Admiral Porrie.

Will you, Sir, and Dear Colleague, please accept the assurances of my high consideration.

(Signed) J. BEAUVAIS.

Monte de Moraes,
Consul-General for Portugal,
Doyen of the Consular Corps,
Canton.

(Translation.)

Canton, 8th September, 1908.
SIR, AND DEAR COLLEAGUE,—I have had the honour of receiving your letter of the 3rd inst. by which you asked me to communicate to my nationals the thanks of His Excellency Real-Admiral Porrie, Commander-in-Chief of the French Naval Division in the Far East, for the assistance they rendered to the crews of the French gunboats on the occasion of the typhoon of the 23th July last.

I am extremely delighted to convey to my nationals the kindest thanks of His Excellency Admiral Porrie as well as those of your good self, which gives them very great pleasure. Although they rendered but small help to the French crews, which they were very happy to do, yet they never thought themselves deserving of such high and pleasant appreciation.

The names of the Portuguese who worked together with the French to render assistance to the French crews are:—Antonio B. Sousa, Jose Maria Noronha, Germano Azevedo, and Antonio Alves.

I avail myself of this opportunity, Sir, and Dear Colleague, to ask of you the favour to kindly convey our heartfelt thanks to His Excellency Admiral Porrie, and to accept my renewed assurance of high consideration.

(Signed) J. D. DA COSTA DE MORAES.

Monsieur Beauvais,
Consul-General for France,
Canton.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in St. George's Building, (Messrs. Sheehan, Tones & Co.'s Office) on THURSDAY the 17th September at 5.30 P.M. Hongkong, 14th September, 1908. 1292.

WANTED.

EXPERIENCED Draper. Reference. Apply— J. P. MURPHY, 25, Des Voeux Road, Hongkong, 14th September, 1908. 1293.

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship.

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded under notice to the contrary be given before 10 A.M. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 11th September, 1908. 1291.

NOTICE.

WE have THIS DAY been Appointed SOLE AGENTS in Hongkong and South China for PARSONS TRADING COMPANY of New York and are prepared to accept orders and transact business on their account. CONNELL BROS. COMPANY, Hotel Manager, Hongkong. Hongkong, 10th September, 1908. 1285.

WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc. Apply— Care of "Daily Press" Office, Hongkong, 5th September, 1908. 1286.

WANTED.

A FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer. Apply— Care of "Daily Press Office," Hongkong, 2nd September, 1908. 1255.

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,000 Gallons Juice per hour, comprising:

- 1 Three Roller Mill 36" by 72"
- 1 Hydraulic on back roll and having Cane and Mague Carriers complete.
- 1 Horizontal Single Cylinder Engine 18" by 28" and Cast Steel Gearing.
- 1 Triple Roll of 2,500 square feet heating surface with Vacuum Pump, equal to double the requirements to take a Vacuum Pan, if necessary.
- 1 Juice Heater of 800 square feet heating surface.
- 8 Clarifiers of 600 Gallons each on platform supported by C.I. Columns.
- 4 Filter Presses 25 inches square with 31 Chambers each.
- 2 Eliminators with Copper Coils &c.

The above as supplied by Messrs. McOnie Harvey (The Harvey Engineering Co.) Glasgow in 1901.

8 Off Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Conno Sugar without Molasses residue.

2 Stripping Boilers working at a pressure of 160 lbs., per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 95 square feet.
- 1 Overhead Crane for Mill and Engine equal to a lift of 15 tons.
- 1 Electric Lighting Plant.

Factory Building 108 feet long and 90 feet wide in two spans of steel truss columns with corrugated galvanized-iron roof and ends.

The Plant works with magess fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States, at any time during the next five months after which time Case Cultivation is to be stopped as the Estate has been placed throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Seller, who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to— THE STRAITS SUGAR CO., LD., 27, Austin Friars, London, E.C.

or to J. H. TURNER, Penang, Straits Settlements, Hongkong, 27th August, 1908. 1231.

DR. M. H. CHAUN.

THE best Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL, U.S.A. Hongkong, 17th April, 1907. 1261.

INTIMATIONS.

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1908) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB House at 11 o'clock A.M. on SATURDAY, the 18th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Acting Secretary, Hongkong, 3rd September, 1908. 1258.

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LAFAIK & CO., General Managers, Hongkong, 2nd September, 1908. 1257.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of Electing Officers-bearers for the ensuing year, &c.

DAVID WOOD, Acting Hon. Secretary, Hongkong, 3rd September, 1908. 1259.

JUST ARRIVED.

AMERICA'S LEADING W.B. COSET.

GREAT DEMAND FOR LONG VAIST, ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road, Central, Hongkong, 27th August, 1908. 651.

A LING & CO.,

13, QUEEN'S ROAD CENTRAL (Next to Messrs. KUHN & KOMON).

FURNITURE AND PHOTO GOODS STORE.

Pastographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. 730.

NEW CARTRIDGES.

10 Popular English Manufacturers, 10 all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 8888, at 88, 87 and 75.90 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. W.M. SCHMIDT & CO. Hongkong, 26th October, 1906. 729.

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention. 59A, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 20th February, 1908. 401.

MITSU RISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.T. A.B.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length, 722 feet.

Length on Blocks, 714 "

Width of Entrance on Top, 984 "

Width of Entrance on Bottom, 884 "

Water on Blocks at Spring Tide, 84 "

DOCK NO. 1.

Extreme Length, 523 feet.

Length on Blocks, 513 "

Width of Entrance on Top, 98 "

Width of Entrance on Bottom, 77 "

Water on Blocks at Spring Tide, 61 "

DOCK NO. 2.

Extreme Length, 571 feet.

Length on Blocks, 564 "

Width of Entrance on Top, 86 "

Width of Entrance on Bottom, 53 "

Water on Blocks at Spring Tide, 22 "

PATENT SLIP.

Suitable for use in all cases.

THE LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

THE COMPANY has the powerful steamy "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Apply to— N. MODY & CO., 54, 55, Queen's Road, Central, Hongkong, 23rd July, 1908. 1215.

TO LET.

TO LET.

ONE OFFICE ROOM, Third Floor, New Fray 2, opposite Murray Pier. Apply to— SCHULDT & CO. Hongkong, 28th July, 1908. 1018.

TO LET.

4 ROOMED HOUSES in Kowloon at Moderate Rentals. Apply to— HUMPHREYS ESTATE AND FINANCE CO., LD. Hongkong, 15th August, 1908. 1018.

TO LET.

DERRINGTON, Park Road, below L.R.C. Tennis Courts. From 1st September A.O. The Property is also FOR SALE. For Particulars apply— C. SCHROETER, Care of GARRER, BOWEN & CO., King's Buildings, 3rd Floor, Hongkong, 8th August, 1908. 1164.

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession. Apply to— YEE SANG-FAT & CO. Same address. Hongkong, 28th January, 1907. 270.

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-mat, Area 55,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 921.

TO LET.

HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RYDON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Conduit Road. OFFICES in YUWA BUILDING.

GOODS IN PRATA EAST, BLUM BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MONTGOMERY TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1908. 36.

TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to— HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 18th August, 1908. 785.

TO LET.

SHAMEN, CANTON.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to— FOWEL GRANT, Canton, 31st August, 1908. 1241.

TO LET.

"GLENWOOD" CAINS ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2 BEACONSFIELD ARCADE, facing the Parade Ground.

3 M. S. PEAK BUNGALOW, Mount Kallit, Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor, BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calhoun MacGregor), OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, ROBINSON ROAD.

A GODOWN in Duddell Street, No. 3, DUDDELL STREET Shop, No. 2, DES VOEUX VILLAS (PEAK).

Apply to— LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 12th September, 1908. 69.

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwelling, lately occupied by FRID. BORNEMANN.

Apply to— DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908. 96.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1908. 823.

TO LET.

OFFICES in ALEXANDRA BUILDING.

Apply to— SECRETARY, A.S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 91.

TO LET.

COAL YARD. Immediate Possession.

A PORTION of the COMPOUND of Marine Lot, No. 42, Wanohai, Praya East, facing the Sea, used for storing Coal, formerly occupied by Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to— N. MODY & CO., 54, 55, Queen's Road, Central, Hongkong, 23rd July, 1908. 1215.

TO LET.

TO LET.

DETACHED FURNISHED HOUSE for 6 Months or longer on ROBINSON ROAD with Tennis Court, 5 Rooms. Moderate rent to a suitable tenant. One Room suitable for Office, Des Voeux Road, Central. Apply to— FREDERICK ELLIS, Estate Agent, 8A, Des Voeux Road Central, Hongkong, 9th September, 1908. 1280.

TO LET.

STORAGE FOR COAL, TIMBER, &c. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 13,000 SQUARE FT. 99 YEARS LEASE. For Particulars, apply— GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906. 184.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHAWAN TOMES & Co.). Apply to— THE COMPASS ROPE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central, Hongkong, 10th June, 1908. 947.

TO LET.

NO. 75, CAINE ROAD.

Apply to— SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 3rd September, 1908. 190.

TO LET.

HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1908. 185.

TO LET.

NO. 75, WYNDHAM STREET.

Apply to— A. B. AVASIA, Care of F. Pabany, Hongkong, 5th September, 1908. 1287.

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to— COMPASS ROPE DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 31st July, 1908. 188.

TO LET.

GOOD AIRY ROOMS with Bath Rooms in a Large Foreign Built House in Robinson Road Kowloon. Cheap Rent, Rooms Nos. 7, 8 and 9 1st Floor; 3, 4, 5 and 6, Ground Floor.

Apply to— WING ON, Contractor, 34, D'Aguiar Street, Hongkong, 1st September, 1908. 1250.

TO LET.

NOS. 1, 3 and 5, ORMSBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

Apply to— SPANISH PROCURATION, 2, Seymour Road, Hongkong, 4th September, 1908. 1264.

TO LET.

THE NEUK No. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

Apply to— PERCY SMITH & SETH, No. 4, Queen's Road Central, Hongkong, 9th September, 1908. 1279.

FOR SALE.

JAP PUG, Black and White, well bred, Shapely, \$85.

Apply— "ABSENCE," Care of "Daily Press" Office, Hongkong, 12th September, 1908. 1297.

FOR SALE.

A COUNTRY-BRED CHESTNUT MARE (Indian).

Apply to— THE MANAGER, Kennedy's Horse Repository, Hongkong, 10th September, 1908. 1283.

FOR SALE.

CHINA EXPRESS CO., 3, DUDDELL STREET.

FOR SALE a Quantity of NETTING for TENNIS-COURTS, etc., at less than half cost.

GOREZ ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS. Hongkong, 5th August, 1908. 1050.

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

Apply to— PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 28th July, 1908. 853.

FOR SALE.

GRACA & CO. (Established 1895).

No. 27, Des Voeux Road, opposite the P. & O.'s Office.

Dealers in Rare Asiatic and Foreign Postage Stamps.

View and Artistic Postcards, Novels, Cigars and all other Philatelic Goods. Now on view a fine collection of 4,600 STAMPS for \$750.

Inspection cordially invited. 1021.

BANKS.

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 582,000
RESERVE FUND ... 210,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts the rate of 2 per cent. per annum on daily balance.

ON FIXED DEPOSITS:

For 12 months ... 4 per cent.

For 6 months ... 3 1/2 per cent.

For 3 months ... 3 per cent.

EVAN ORMISTON, Manager.

Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000

RESERVE FUNDS ... 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo, Nagasaki, Kobe, Osaka, London, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Peking, Tientsin, Port Arthur, Antung, Chungking, Chang Chai.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

" " " 6 " 4 " "

" " " 3 " 3 " "

TAKESHI TAKAMICHI, Manager.

Hongkong, 12th September, 1908. 524.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (\$8,750,000)

RESERVE FUND FL 5,752,884.84 (about 2479,407)

HEAD OFFICE: AMSTERDAM.

NOTICE TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH,
ANTWERP, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE"

Captain Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 14th inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 7th September, 1908. 1278

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th September, at 9.30 A.M.

All Claims must reach us before the 20th September, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 9th September, 1908. 1275

AMERICAN ASIATIC S.S. COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INVERCLYDE"

Captain W. H. Lee, having arrived from the above Port, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 16th inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance will be effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO., General Agents.

Hongkong, 10th September, 1908. 1284

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 10th September, 1908. 1

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.

INSURANCES

THE GLORUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 13th August 1908. 28

AAOEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 5th September, 1908. 114

NORTH BRITISH AND MERICAN FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£18,114,624.

I. Authorized Capital.....£3,000,000

Subscribed Capital.....2,750,000

Paid-up Capital.....887,500 0 0

II. Fire Funds.....3,065,374 15 2

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. 1019

MITSUBISHI BISHI KAISHA (MITSUBISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW, and KAMIYAMADA Collieries

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO-KOMATSU Coals

HEAD OFFICE: MARUNOUCHI, TOKYO.

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Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & CO. MANILA: Messrs. MACDONALD & CO.

For Particulars apply to H. OISHI, Manager.

No. 2 Pedder Street, Hongkong.

Hongkong, 7th August, 1908. 716

SCIENTIFIC MISCELLANY.

A NOVEL LAMP-A WITH SENSE-BEATED LIGHTING-PHYSIOLOGICAL CONSEQUENCES OF MOTORING-A STRONG CAR MANTLE-A GREAT COURT-THE SIX STUDIOS-VITRIFIC LUBRICATION-COLOUR PHOTOGRAPHY IN COURT.

The rapid development of the incandescent lamp in recent months has brought not only metallic filaments, such as tantalum and tungsten, but has given a greater novelty in the halogen lamp of Parker and Clark, inasmuch as this filament can be used without the usual high vacuum. This property is of great advantage for lamps exposed to shock, such as those on battleships, where a few minutes of gun-firing destroys all vacuum bulbs. The new filament is made by "flashing" the ordinary carbon filament in a special mixture of gases that gives a thick deposit of helium, and added resistance to air can be given by heating in gases to transform the surface into silicon oxide and silicon nitride. Helium, a substance not yet understood, is supposed to be a hitherto unknown allotropic form of silicon. It endures a higher temperature than carbon; the filament is larger and shorter, and the lamp has a longer life than the old one as well as a much reduced consumption of current for the same light.

For more than half a century it has been understood that the lateral line of scales along each side of fishes is connected to a special nerve. The use of these lateral organs has been a matter of much speculation, but the late experiments of Hofer seem to show that their chief function is the perception of water currents. They supply a new sense in place of the lacking sense of touch. They cause a blind-folded fish to stop and turn aside within an inch of a solid object, lead to streams and spawning brooks, and keep the fish world informed and warned.

The strings of beads or pearls that some observers have seen as much as a second in the wake of lightning fishes are attributed by Dr. W. J. S. Lockyer to incandescence of the air.

A scientific study of the effects of motorizing has failed to show A. Monneyrat, a French physiologist, that it causes serious nervous disturbance and other troubles, as has been alleged, but he finds, on the other hand, that it is a powerful stimulant to circulation, nervous system and respiration, given just the action that recommends it as a remedy for complaints as anaemia, sleeplessness, loss of appetite, etc. In some disorders high-speed travel tends to cure when other treatment is entirely without effect. The investigator himself made a number of automobile tours, at all seasons of the year, and on these trips, averaging over eight days each, he covered from 60 to 125 miles per day, at an average speed of 25 miles an hour. A striking and invariable effect is the increase in the red corpuscles of the blood, which in an anaemic individual was more than 8 per cent on an 8 days' tour. The general influence is that of a stay in the mountains at a height of 4000 to 6000 feet, and both normal and anaemic persons are affected, though in different degrees. Sleep and appetite are increased in all.

The fragility of incandescent gasmantles is a serious drawback to their use, but a more durable fabric seems to have resulted at last from the experiments of German chemists. The mantles now so familiar have a tissue of cotton or ramie on which oxides of thorium and cerium have been precipitated. Attempts to use other natural fibres have failed, and the successful new material is an artificial silk made by dissolving cellulose in ammonium nitrate, which ammonia changes in the fiber to hydroxide of thorium. The thorium silk does not absorb moisture like the old mantles, and it has many times as great resistance to shock.

The camera's estimated record is 100,000,000 stars, but a British astronomer is to attempt actual count, using a microscopic gauge in going over the several hundred plates, each with 20,000 to 200,000 stars.

Cameras carried by kites have been long recognized as important for military and surveying purposes, and they have been lately found useful in other ways, as in getting pictures of large industrial plants. The apparatus of a New York company of photographers consists of a series of aeroplanes for reaching the necessary height, a device to hold the camera rigid, and an electrical control of the exposure. For exposures at a height of 1,000 feet, from 12 to 18 aeroplanes are used, each being 8 feet square with a wind surface of 6 square feet. They are sent up one after another until their combined pull lifts 3,000 feet of cable with the camera and electrical appliances, and the top aeroplane is practically out of sight at a height of 3,000 feet when the camera reaches its station at 1,000 feet above ground. The photographer watches the camera, through a field glass. With finger upon an electrical switch, he may await the favourable moment for 1 to 3 hours, but at the right instant he presses the button, and the dropping of a tiny parachute signals that a plate has been exposed. A 3-horse-power gasoline motor operates the cable.

Powdered sulphur mixed with oil is claimed to have frequently relieved hot-blisters in steamship machinery, but a lubricant much stronger still is sulphuric acid. On one occasion after repeated trouble from heating, the dilute acid was allowed to flow slowly upon the working bearing. In half an hour the part was cooled, when the acid was washed out and the ordinary oil was applied. The cure was permanent.

Clothing of a late alleged murderer at Middlebrough, Eng., seemed to bear very faint stains. A jet of oxygen-gave the spots a ruddy hue, and several photographs by a colour process showed the blood-stains very distinctly in their natural colour.

THE CURRENCY QUESTION IN CHINA

H. E. Viceroy Yang has received an important despatch from the Board of Finance concerning the Chinese money markets in Tientsin, Peking, and other big cities. The despatch says that, although a large quantity of new silver dollars have been turned out by the Central Mint in the Native City of Tientsin during the last couple of years, the circulation is hindered by the presence of an unlimited number of bank-notes issued by all descriptions of Chinese banks in the native city and the various foreign Concessions. As this concerns the foreign and native trade in North China, E. E. Yang has been requested to send reliable officials to inspect the books of those native banks that issue notes, so as to see whether they have sufficient reserves to meet the demand. The Viceroy has also been asked to see that the Chinese merchants do not spoil their businesses by over-stocking; they must carry on their trade according to their financial condition, for many traders were ruined in recent years through over-stocking in Tientsin, Shanghai, and other ports.

Viceroy Yang has instructed the Chief Commissioner of the native city police and other officials in Tientsin to make a detailed report of the number of native banks, the other particulars for the before-mentioned Board through his Excellency, so that proper means and ways may be devised to protect the general public and improve foreign and Chinese commerce in South China. In addition to the above, H. E. Yang has been further instructed to stamp out the coining of counterfeit copper cents. Although the coining of copper cents was suspended in the various Provinces over three months ago, the supply of one for five, one for ten and one for twenty cash pieces is still more than the demand so that the price is still nearly the same as three lower in the dollar. The foreign Consuls and Municipalities will be asked to co-operate with the Chinese officials by allowing Chinese constables and detectives to follow and arrest the counterfeiters in their respective Concessions. But the native papers doubt very much as to whether the suggestion will gain the endorsement of the foreign Consuls and Municipalities.—P. & T. Times.

CAUSES OF CHOLERA.

A correspondent of the Shanghai Mercury, writing from Nanking, says:—We have had some cholera in our city and there have been many deaths but no foreigners have been attacked. Foreigners are not liable to get the disease from water as they are so careful of drinking and use bottled waters.

The great danger is flies. It has been scientifically proved that the germs of cholera, typhoid, tuberculosis are found on the legs and bodies in the digestive tract and in the excrement of flies. They are not deadly in their taste but are fond of sweets. The house is a spot and light on your food. An afternoon tea with a table spread with cakes and sweets is more of a menace than a whole watermelon patch, if there should be cholera near by. Melons are dangerous because so sweet and well flavoured as to attract flies. If they are eaten without water or fly contamination, that is if they are on the table, they are pretty safe. The Chinese get most of their cholera from flies and from the practice of sprinkling dirty water on fruits and vegetables. It is a disease of poverty. The poor cannot always have whole fresh fruit nor hot fresh food. They often eat up or diseased fruit and stale brand and base that countless flies have contaminated. In the Spanish American war typhoid was very bad and the epidemic was unabating in spite of securing a perfect water supply. Flies with lime on their bodies were flying from the cesspools to the cook room tables. At once the law of Moses was put into effect. A sacred sentinel was stationed to see that the soldiers filled up the pits after being used so as to keep the flies from getting at the filth, the source of infection. Immediately the epidemic was stayed. Ben Butler tried the law of Moses years before with a similar success. In a cholera epidemic in the country we can not cover the source of infection away from flies, but we can avoid eating any thing that does not come to the table hot. Now the kitchens are full of flies, and puddings, cakes, cold meats, sugars, sweets &c. are spread around on sideboards and tables to give the flies a first taste. Flies and mosquitoes have all the characteristics of the gods that heathen worship. The gods and the devils are supposed to cause disease and must be appeased by offerings. Flies and mosquitoes really cause the disease and we unconsciously allow them to have the first bite of our good things. We are no more successful in our attempt to propitiate them than the Chinese with their gods, but gain additional disease.

CLEANSE YOUR BLOOD WITH GRIMALT & CO'S SARSAPARILLA



ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

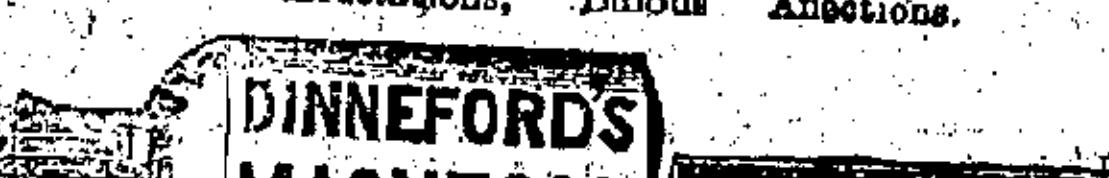
ALSO RATES FOR SOVEREIGNS, GOLD DRAFS, BAR SILVER (FROM 1900), and other Useful Information.

PRICE: 5/6 CASH.

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DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



DINNEFORD'S MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

BENGER'S FOOD

Benger's Food, prepared with fresh new milk, is all food.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age. Benger's Food is sold in tins by Chemists, etc., everywhere.



BORDEN'S "GOLD SEAL" CONDENSED MILK

MADE by the ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY SANITARY MILK in which GAIL BORDEN was the Pioneer. A fact worthy of your consideration.

Stands Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

CONNELL BROS. COMPANY, Sole Importers.

Hongkong, 21st August, 1908. 1083

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AN IDEAL INVALID FOOD IN HOT CLIMATES.



A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

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DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East. Hongkong, 15th February, 1908. 338

VISITORS TO CANTON. Should purchase "FROM HONGKONG TO CANTON, BY THE PEARL RIVER."

By CAPTAIN C. V. LLOYD (S.S. "FATHAN") With Illustrations, Maps and Plans. Price.....\$1.90

On Sale at the "DAILY PRESS" Office, Messrs. KELLY & WALSH, Messrs. W. BARNWELL & CO., Canton: Messrs. A. S. WATSON & CO. Hongkong 4th October, 1903.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL ON ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to SIR ROBERT HART, G.C.M.G. and Dr. A. BERNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes it a volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblen, 10s. 6d.

PRICE: To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BARNWELL & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

1083

SHIPPING.

ARRIVALS.

AUCHENBLAZ, British str., 2,597, G. Moir, 12th September—Newcastle 22nd August, Coal—Doddwell & Co.

AUSTRIAN, French str., 3,543, H. Veron, 13th September—Yokohama and Shanghai 10th September, General—Messageries Maritimes.

CHIFFING, British str., 1,199, F. Mooney, 12th Sept.—Tientsin via Chafow and Weihaiwei 4th Sept., General—Jardine, Matheson & Co.

CHITURN, Chinese str., 1,171, C. Stewart, 12th September—Shanghai 9th Sept., General—Chinese.

FOOKANG, British str., 1,957, T. A. Mitchell, 12th September—Maji 7th Sept. and Hoihow 12th, General—Johsen & Co.

KIUKANG, British str., 13th Sept.—Canton.

KWONGSANG, British str., 13th Sept.—Canton.

MANDANAN MARU, Japanese str., 4,451, Shimidzu, 13th September—Kuchino 20th 8th Sept., Coal—Mitsui Bussan Kaisha.

MERPOO, Chinese str., 1,339, J. MoArthur, 12th Sept.—Swatow 11th Sept., General—Chinese.

MICHAEL, German str., 951, H. Bendixen, 12th September—Samsung 2nd September, Sugar—Johsen & Co.

SHOBU MARU, Japanese str., 999, I. Ichi, 13th Sept.—Tamsui via Amoy and Swatow 12th Sept., General—Osaka Shosen Kaisha.

SILSIA, German str., 3,138, C. von Hoff, 11th Sept.—Hamburg and Singapore 4th Sept., General—Hamburg-Amerika Linie.

VICTORIA, Swedish str., 937, T. Eckert, 12th September—Nan Chau 11th Sept., Salt—Sander, Wiedler & Co.

VILLE DE LA CIOTAT, French str., 5,463, C. Barillon, 13th September—Marseilles and Saigon 11th Sept., Mails and General—Messageries Maritimes.

WONGKOR, German str., 1,115, W. Rober, 12th September—Bangkok 9th Sept. 6th & Swatow 11th, Rice and Wood—Butterfield & Swire.

DEPARTURES.

12th September.

CAPRI, Italian str., for Singapore.

FUME, German str., for Saigon.

HOKUTO MARU, Japanese str., for Saigon.

PEPA, British str., for Shanghai.

REIDAR, Norwegian str., for Singapore.

ZAVIRO, British str., for Manila, 13th September.

C. DIERFENBERG, German str., for Hoihow.

DANIN MARU, Japanese str., for Swatow.

GERMANIA, German str., for Hongkong.

LIANGCHOW, British str., for Hoihow.

MERPOO, Chinese str., for Canton.

PONGTONG, German str., for Hongkong.

WAKAMATSU MARU, Jap. str., for Chinkiang.

SHIPPING REPORTS.

The British str. *Hayman* reports: Light S. to S.W. winds and fine.

The British str. *Fookang* reports: From Moji to Tientsin, light Westerly wind and heavy Easterly swell; hence to port light variable with fine clear weather.

VESSELS IN DOCK.

September 14th.

ARMED DOCKS.

Kowloon Docks.—*Sorsogon*, H.M.S. *Whiting*, U.S.S. *Albatross*, *Chun On*, *Montana*, *Rubi*, *Kiang To*, *Hupel*.

Commercial Docks.—*Pochohonia*, *Koga Maru*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY & FOOCOW.

THE Company's Steamship

"HAIJUN."

Captain J. W. Evans will be despatched for the above Ports TO-MORROW, the 15th inst., at 2 p.m.

A reduction of 20 per cent. on First Class fares to Foochow will be made during the Month of September.

For Freight or Passage, apply to **DOUGLAS LAURIE & Co., General Managers.**

Hongkong, 12th September, 1908. 1289



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."

Captain Raich, will leave for the above places on WEDNESDAY the 16th inst., p.m.

This Steamer has special accommodation for passengers, electric light, and carries a doctor and stewards.

For Freight or Passage, apply to **SANDER, WIEDLER & CO., Agents.**

Princes Building.

Hongkong, 9th September, 1908. 3



HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

For NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL (with liberty to call at the Malabar Coast).

"INDRAMAYO" On 21st Sept., 5 p.m.

For Freight and Further Information, apply to **SHEWAN, TOMES & Co., General Agents.**

Hongkong, 5th September, 1908. 1271

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	MALTA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst., at Noon.
ALYANDRIA, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERIKA LINIE	About 23th inst.
HARVE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Deinat	HAMBURG-AMERIKA LINIE	On 20th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 20th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SILSIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL.	SAMBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIAN	Ger. str.	—	Veron	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	MESSAGERIES MARITIMES	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jap. str.	—	C. H. Butler	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	E. Malchow	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMAMOTO	Jap. str.	—	B. Bodnarz	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VANDALIA	Jap. str.	—	Karberg	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMOSU	Jap. str.	—	W. Ross	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGAWA	Jap. str.	—	G. S. Laprak	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMAMOTO	Jap. str.	—	Boyd	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOKA MARU	Jap. str.	—	J. Nagao	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALDENHAM	Jap. str.	—	St. John George	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	T. Harrison	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Jap. str.	—	W. von Sanden	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TATIANA	Jap. str.	—	L. Dawson	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	N. Mathieson	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Jap. str.	—	W. von Sanden	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITAKI MARU	Jap. str.	—	F. E. Cope	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KOMANO MARU	Jap. str.	—	N. Mathieson	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THYANAS	Jap. str.	—	Pandur	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OUSSANT	Jap. str.	—	F. Mooney	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIFFING	Jap. str.	—	Barillon	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VILLE DE LA CIOTAT	Jap. str.	—	Uelator	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILSIA	Jap. str.	—	F. Wheeler	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWONGSANG	Jap. str.	—	H. A. Wall	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRAIQUEBAR	Jap. str.	—	Sandbank	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGKANG	Jap. str.	—	Raidhandt	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAMBIA	Jap. str.	—	Raidhandt	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Jap. str.	—	A. L. Valentini	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ORIENTAL	Jap. str.	—	T. Suruga	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHAI MARU	Jap. str.	—	K. Sato	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZIETEN	Jap. str.	—	F. Prosch	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	Bradley	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THYANAS	Jap. str.	—	Juriance	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHOBU MARU	Jap. str.	—	Ichi	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	J. W. Evans	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	T. Meyrick	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	R. W. Almond	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	S. J. Payne	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	B. Bodnarz	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	Mathieson	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	F. Sembill	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	H. Koa	MELCHERS & Co.	On 16th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMUN	Jap. str.	—	de Brouwers	MELCHERS & Co.	On 16th inst., at 1 p.m.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE...	"PRINZ WALDEMAR"	About Friday, 18th September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN...	"PRINZ EITEL FRIEDRICH"	Wed. day, 23rd Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"ZIETEN"	About Wed. day 23rd September.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 8th Oct., at Noon.
KUDAT & SANDAKAN	"BORNEO"	Middle of October.

NORDDEUTSCHER LLOYD, MELOHER & CO.
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 12th September, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the **EMPERESS LINE**—Sailing 5 to 10 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF CHINA"	6,000	SATURDAY, 28th Sept.	17th Oct.
"EMPERESS OF INDIA"	6,168	SATURDAY, 3rd Oct.	27th Oct.
"EMPERESS OF JAPAN"	6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPERESS OF CHINA"	6,000	SATURDAY, 7th Nov.	28th Nov.
"EMPERESS OF INDIA"	6,168	SATURDAY, 28th Nov.	18th Dec.
"EMPERESS OF JAPAN"	6,168	SATURDAY, 12th Dec.	8th Jan. 09

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

S.S. "EMPERESS", "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 ton register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, 40 days. Canadian Atlantic Ports or New York 27-110.

Intermediate on Steamers: 440, 242.

First Class rate to London includes cost of Meals and Berth in Sleeping-Car while crossing the American Continent by Canadian, Pacific direct Line.

K.M.S. "EMPERESS" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to **D. W. GRADDOCK, General Traffic Agent for China, Corner Pender Street and Poye, opposite Blake Pier.**

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"VILLE DE LA CIOTAT"	About 14th Sept.
MARSEILLES, VIA PORTS	"AUSTRALIEN"	On 15th Sept., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN"	On 28th Sept., p.m.
MARSEILLES, VIA PORTS	"ERNEST SIMONS"	On 29th Sept., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—**P. NALIN, ACTING AGENT, Queen's Building.**

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
INVERIC	4,789	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.
Hongkong, 27th August, 1908.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this port for Colombo, Marseilles and London on SATURDAY, the 19th September, at NOON, taking passengers and cargo for the above ports in connection with the Company's steamer "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed direct by the R.M.S. "MALTA," due in London on the 28th October, 1908.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to **F. J. ABBOTT, Acting Superintendent.**

Hongkong, 9th September, 1908. 1

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on SATURDAY 19th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, 14th September, 1908. 1262



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the Brazils to Rio de Janeiro, Santos, Bahia, Pernambuco, Valparaiso and Adriatic Ports.

THE Company's Steamship

"VORWAERTS."

Capt. Bodnarz, will be despatched as above on or about the 25th September.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to **SANDER, WIEDLER & Co., Agents, Princes Building.**

Hongkong, 29th August, 1908. 3

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH."

Capt. W. Ross, will be despatched as above on or about 30th September, 1908.

For Freight and Passage, apply to—**STANDARD OIL CO. OF NEW YORK, Oil and Freight Department, (Hotel) Marquette.**

Hongkong, 4th September, 1908. 1263

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "SHIMOSA" ... On 10th October.

For Freight and further information, apply to **DODWELL & CO. LD., Agents.**

Hongkong, 9th September, 1908. 1276

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDO CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to **DODWELL & CO., LIMITED, General Agents for China and Japan Hongkong, 4th August, 1898.**

新外中港香

CHUNG NGOI SAN PONG (Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still most influential of the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong; 131 Fleet Street, London or from the different Agents.

Documents translated from or into Chinese. Coll. equal Chinese.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, and KOBÉ	ORIENTAL	About 17th Sept.	Freight and Passage.
LONDON via Suez, Port Said, Malta, and P. Call.	MALTA	Noon, 18th Sept.	See Special Arrangement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th September, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG and SOERABAYA	"LAMINGTON"	On 15th Sept., Noon.
SHANGHAI	"KIUKIANG"	On 15th Sept., 4 p.m.
CEBU and ILOILO	"KAIKONG"	On 17th Sept., 4 p.m.
MANILA ZAMBOANGA, FEU-SAY, ISLAND COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 10th Oct., 4 p.m.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 12th September, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"KWONGSANG"	Monday, 14th Sept., Noon.
TIENTSIN via TSINGTAU	"CHIPSANG"	Tuesday, 15th Sept., Noon.
WEIHAIWEI & CHEFOO	"FOOKSANG"	Tuesday, 15th Sept., 1 p.m.
SINGAPORE-PENANG & CALCUTTA	"CHOYSANG"	Wednesday, 16th Sept., Noon.
SHANGHAI via SWATOW	"YUENSANG"	Friday, 18th Sept., 4 p.m.
MANILA	"LOONGSANG"	Friday, 25th Sept., 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	"KUISANG"	Friday, 2nd Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUNSHANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin it at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. Steamer have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Manchuria.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 14th September, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING via SWATOW "SHOSHU MARU"	Capt. Ichi	WEDNESDAY, 16th Sept., at 10 A.M.
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SUGA	FRIDAY, 18th Sept., at 9 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships Unreserved Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 12th September, 1908.

T. ARIMA, Manager.

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HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS, COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SILESIA 14th September	FOR HAVRE & HAMBURG: S.S. AMBRIA 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SAMBIA 19th September	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA About 28th Sept.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SUBVIA 25th September	FOR HAVRE & HAMBURG: S.S. BRASILIA 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. SENGAMBIA 10th October	FOR HAVRE & HAMBURG: S.S. SILESIA 18th Oct.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. BELGRAVIA 17th October	FOR HAVRE & HAMBURG: S.S. SAMBIA 31st Oct.
FOR NEW YORK: S.S. VANDALIA On 25th September.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE

Hongkong, 9th September, 1908.

Hongkong Office.

12

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon and Cabin. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 26th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th September, 1908.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES & COPENHAGEN	"CATHAY"	Middle of Sept.
SHANGHAI, YOKOHAMA and KOBÉ	"TRANQUEBAR"	On 15th Sept.

For Further Particulars, apply to
Hongkong, 7th September, 1908.MELOHERS & CO.,
AGENTS.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.
NAPLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland
Passengers to Overland and Europe via Vancouver
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 26 DAYS
HOMEWARD via MANILA STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

— OUESSANT	17th Sept.	— CEYLAN	26th Nov.
— AMIRAL OLEY	12th Oct.	— CORSE	11th Jan. 09

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.
† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.
* For Further Particulars, apply to—

P. NALIN, AGING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 11th September, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE	AWA MARU Capt. A. Keith	WEDNESDAY, 16th Sept., at Daylight
FORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler	WEDNESDAY, 30th Sept., at Daylight
VICTORIA, B.C., and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIDZU and YOKOHAMA	KAGA MARU Capt. G. S. Lysrak TOSU MARU Capt. J. Nagao	THURSDAY, 17th Sept., at Noon THURSDAY, 29th Sept., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. T. Harrison KUMANO MARU Capt. N. Mathieson	FRIDAY, 2nd Oct., at Noon FRIDAY, 30th Oct., at Noon
BOMBAY via SINGAPORE and COLOMBO	YEBOSHI MARU Capt. B. Kon	THURSDAY, 17th Sept., at Noon
KOBÉ and YOKOHAMA	HITACHI MARU Capt. F. E. Cope	FRIDAY, 18th Sept., at Noon
SHANGHAI and KOBÉ	YETOROFU MARU Capt. K. Sato	TUESDAY, 22nd Sept., at Noon
NAGASAKI, KOBÉ and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	WEDNESDAY, 30th Sept., at Noon

* Omitting Keelung and Shimidzu.
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Hongkong 14th September, 1908.

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TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
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SHIPPING IN PORT.

STEAMERS.

ARANA, British str., 2,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—Standard Oil Co.

ALBANY, British str., 2,166, A. D. Moody, 30th Aug.—Barrack Dock 14th July, Coal—Navy Department.

BOURBON, French str., 397, Le Bail, 6th Sept.—Saigon 2nd Sept., Divers—China.

CHOYANG, British str., 2,234, A. E. Sandbach, 11th Sept.—Calcutta via Straits and Singapore 5th Sept., General—Jardine, Matheson & Co.

FITZPATRICK, British str., Williams, 10th Sept.—Penang 30th Aug., General—Order.

HUPH, British str., 1,204, G. J. Spink, 10th Sept.—Haiphong and Hoihow 9th September, General—Butterfield & Swire.

INVERCLYDE, British str., 3,218, W. H. Lee, 19th Sept.—New York 21st July, Cass Oil and General—Shewan, Tomes & Co.

JOHN HARRIS, British str., 2,816, McMillan, 26th Aug.—New York 19th June, Petroleum—Standard Oil Co.

KAGA MARU, Japanese str., 8,301, G. S. Laprak, 6th Sept.—Yokohama and Shanghai 3rd Sept., General—Nippon Yusen Kaisha.

KIUNANG, British str., 1,238, H. A. Wavell, 10th Sept.—Shanghai 6th and Swatow 9th, General—Butterfield & Swire.

KWONGSANG, British str., 1,428, W. Palmer, Baker, 8th Sept.—Shanghai 3rd and Swatow 7th, General—Jardine, Matheson & Co.

LAMBERT, British str., 1,342, Frampson, 5th Sept.—Saigon 31st August, General—China.

LAMINGTON, British str., 2,238, Macphail, 31st Aug.—Hong Kong 28th August, Coal—Butterfield & Swire.

LOOSK, German str., 1,025, G. Schultzen, 6th Sept.—Bangkok 31st August, Rice and Wood—Butterfield & Swire.

MONTANA, American str., 211, C. Camus, 4th Sept.—Manila 1st Sept., Ballast—Master.

MONTAGLE, British str., 6,163, W. Davison, 8th Sept.—Yokohama 15th August, and Shanghai 6th Sept., General—C. E. R. Co.

QUAKA, German str., 1,852, H. A. Wavell, 10th Aug.—Fukuoka 4th Aug., Old Iron Tanks—Sander, Wisler & Co.

RUBI, British str., 1,811, R. W. Almond, 7th Sept.—Manila 2nd Sept., Hemp—Shewan, Tomes & Co.

SIBERIA, American str., 5,655, A. Zedder, 6th Sept.—San Francisco 11th August, Mails and General—Pacific Mail S.S. Co.

SIGNAL, German str., 940, G. Schultzen, 8th Sept.—Swatow 7th Sept., General—Jardine & Co.

TAKING, British str., 1,348, A. Somerville, 11th Sept.—Manila 8th Sept., General—Butterfield & Swire.

TOONAN, Chinese str., 942, A. A. Crawford, 8th Sept.—Shanghai 4th Sept., General—China.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, James White, 18th Aug.—New York 26th April, Cass Oil—Standard Oil Co.

JUTTERPOLE, British ship, 2,480, Stewart, 6th June—San Francisco 5th April, Cass Oil—Standard Oil Co.

KING GEORGE, British ship, 2,057, Trecker, 2nd July—New York 13th March, Cass Oil—Standard Oil Co.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN: Kaiser Franz Josef I. Austrian cruiser, 4,303 Linienschiffskapitan Wilhelm Pacler Northern Waters.

FRENCH: Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 23 guns, 5,100 h.p., Commander Fournier, Saigon.

Alouette, gunboat, 500 tons, 7 guns, 400 h.p., Commander Babin, Saigon.

Argus, river gunboat, 15 tons, 6 guns, 570 h.p., Lieut. Audouard.

Balonnelle, gunboat, 170 tons, Reserve, Saigon.

Bouclier, gunboat, 140 tons, Reserve, Saigon.

Brix, armoured cruiser, 4,500 tons, 16 guns, 8,300 h.p., Capt. Rochas.

Cimeterre, gunboat, 140 tons, Reserve, Saigon.

Comète, gunboat, 500 tons, 6 guns, 500 h.p., Capt. L. Garvais, Saigon.

Coronde, gunboat, 184 tons, Reserve, Saigon.

Décade, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linarès, Shanghai.

D'Entrecasteaux, 1st class armoured cruiser, 8,200 tons, 21 guns, 13,200 h.p., Captain Tilibault, Shanghai.

Eclair, gunboat, 141 tons, Reserve, Haiphong.

Esburgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Frondo, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Jacquin, gunboat, 300 tons, Reserve, Haiphong.

Lion, armoured gunboat, 1,300 tons, 4 gr. a. 280 h.p., Lieut. Ensch, Toulon.

Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Rigot de la Roche, Saigon.

Mourquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche K. radon, Saigon.

Océ, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Mandreville, Upper Yangtze.

Pelle, river gunboat, 130 tons, 4 gr. a. 280 h.p., Lieut. Ensch, Toulon.

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.

Redoutable, battleship, (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Drouot, Saigon.

Styx, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Ensch, Toulon.

Takong, steam-launch, Upper Yangtze.

Taken, destroyer, 230 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vanben, torpedo-depot, Commander Mortenol, Hongay.

Vélérat, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dammelin, Sicking.

Vipère, gunboat, 475 tons, Reserve, Saigon.

GERMAN: Arcona, cruiser, 2,719 tons, Captain von Hippel, Avey.

Furze, British (flagship), 11,000 tons, 36 guns, 14,000 h.p., Komre-Admiral Cooper, Shanghai.

Itis, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Latus.

Jaguar, gunboat, 900 tons, 13 guns, 1,300 h.p., Captain Graf von Posenowsky-Wehner.

Leipzig, cruiser, Captain Engel.

Luche, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Böken.

Niobe, cruiser, Captain Langonak.

Tiger, gunboat, 300 tons, 10 guns, 1,800 h.p., Captain V. Kose.

Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.

Vaterland, gunboat, 4 tons, 3 guns, 500 h.p., Captain Toussaint.

Vorwärts, gunboat, First Lieut. Riechers.

ITALIAN: Vesuvio, cruiser, 2,145 tons, Baron de Saint Pierre.

PORTUGUESE: Rio Lima, cruiser, 720 tons, 7 guns, Macao.

UNITED STATES: Barry, destroyer, 400 tons, Ens. David Lyons, Cavite.

Callao, gunboat, 243 tons, Lt. Guy Whitlock, Shanghai.

Chanaceo, destroyer, 420 tons, Lt. Frank McCarthy, Cavite.

Chatanooga, cruiser, 3,200 tons, Commander R. C. Smith, Swatow.

Cleveland, cruiser, 3,200 tons, Commander J. T. Newton, Cavite.

Colorado, armoured cruiser, 13,680 tons, Captain S. H. Stansford-Crisling.

Concord, gunboat, 170 tons, Commander J. H. Sears, Shanghai.

Dale, destroyer, 420 tons, Ens. G. V. Stewart, Cavite.

Decatur, destroyer, 420 tons, Ens. C. W. Nimitz, Cavite.

Denver, cruiser, 3,200 tons, Commander W. Uperton, Shanghai.

Galveston, cruiser, 3,200 tons, Commander B. W. Hodge, Manila.

Holmes, gunboat, 1,392 tons, Commander R. M. Hughes, Shanghai.

Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising.

Mohican, (station ship), Lieut. Commander M. L. Miller.

Monadnock, monitor, 400 tons, Lt. Commander Miller, Olongapo.

Monterey, monitor, 400 tons, Lt. D. W. Todd, Olongapo.

Panay, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising.

Quincy, gunboat, 450 tons, Lt. H. P. Perrill, Yangtze.

